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REMARKS

Claims 1-32 are now pending in the present application. The allowability of claims 27 and 29-31 is gratefully acknowledged. Reconsideration of the remaining claims is respectfully requested in light of the amendments and remarks herein.

Claim Objections:

Claims 8 and 9 were objected to because of informalities. Claim 8 has been amended to address the Examiner's objections.

Claim Rejections under 35 U.S.C. § 102:

Claims 1 and 3-6 were rejected under 35 U.S.C. § 102(b) as being anticipated by Pierce U.S. Patent No. 6,328,322. Claim 1, as amended, defines a vehicle suspension assembly that comprises, among other things, a first control arm including a first bushing adapted to couple the first control arm with a first frame member, a second control arm including a second bushing adapted to couple the second control arm with a second frame member, and a rigid torsional member coupled to the first control arm along a length of the first control arm rearward of the first bushing of the first control arm and forward of an axle, and coupled to the second control arm along a length of the second control arm rearward of the second bushing and forward of the axle. Pierce `322 fails to disclose such an arrangement and, therefore, cannot anticipate claim 1.

Claims 1-5, 7-9, 11, 13 and 14 were rejected under 35 U.S.C. § 102(b) as being anticipated by Pierce U.S. Patent No. 5,924,712. Pierce `712 fails to disclose that which is discussed above with respect to claim 1 and the Pierce `322 reference. Pierce `712, therefore, also cannot anticipate that which is defined in claim 1.

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Claims 21-26 and 28 were rejected under 35 U.S.C. § 102(b) as being anticipated by Pierce `712. Claim 21 defines a vehicle suspension assembly that comprises, among other things, a first control arm adapted to be pivotally coupled to a first frame member and an axle of a vehicle, a second control arm adapted to be pivotally coupled to a frame member of a vehicle and an axle of the vehicle, and a third control arm adapted to be pivotally coupled to a vehicle frame member and the vehicle axle. The crux of the rejection is based on identifying the shock absorber 46 of Pierce `712 as a "control arm". A "control arm" is well known within the art to refer to a torsional absorption member. The Pierce `712 reference fails to disclose the shock absorber 46 as acting as a control arm within the associated suspension assembly. Pierce `712, therefore, cannot anticipate that which is defined in claim 21.

Claims 1, 4-6 and 11 were rejected under 35 U.S.C. § 102(e) as being anticipated by Dudding et al. U.S. Patent No. 6,851,689. As noted above, amended claim 1 defines a vehicle suspension assembly that includes, among other things, a first control arm, a second control arm, and a rigid first torsional member coupled to the first control arm along the length of the first control arm rearward of a first bushing and forward of an axle, and coupled to the second control arm along a length of the second control arm rearward of a second bushing of the second control arm and forward of the axle. Dudding et al. fails to disclose such an arrangement and, therefore, cannot anticipate claim 1.

Claims 1, 18 and 20 were rejected under 35 U.S.C. § 102(b) as being anticipated by Csordas et al. U.S. Patent No. 4,632,422. Csordas et al. fails to disclose the arrangement as

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noted above with respect to claim 1 and the Dudding et al. reference. As a result, Csordas cannot anticipate that which is defined in claim 1.

Rejections Under 35 U.S.C. § 103:

Claims 1-3 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Dudding et al. in view of Platner U.S. Patent No. 6,607,205. Platner fails to disclose that which is lacking from Dudding et al. as discussed above. Specifically, Platner does not disclose a first rigid torsional member coupled to a pair of control arms along the length thereof as defined in claim 1. The combination of Dudding et al. and Platner, therefore, cannot render obvious that which is defined in claim 1.

Claims 1, 11 and 12 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Pierce `712 in view of Svensson U.S. Patent No. 6,312,006. Svensson does not disclose that which is lacking from the Pierce `712 reference, as discussed above with respect to the anticipatory rejection based upon Pierce `712. The combination of Pierce `712 and Svensson, therefore, cannot render obvious that which is defined in claim 1.

Claim 10 was rejected under 35 U.S.C. § 103(a) as being unpatentable over Pierce `712 in view of Mair U.S. Patent No. 6,409,280, while claims 15 and 16 were rejected as being unpatentable over Pierce `712 in view of Bell U.S. Patent No. 1,984,565. Applicant believes these rejections are moot in view of the amendments and arguments as noted above.

Claims 1 and 17 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Csordas et al. in view of Goby U.S. patent No. 2,823,927. Goby fails to disclose that which is lacking from Csordas et al. as discussed above with respect to the anticipatory rejections of claim

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1 based on the Csordas et al. reference. The combination of Csordas et al. and Goby, therefore, cannot render obvious that which is defined in claim 1.

Accordingly, claims 1-32 are considered to now be in condition for allowance, and a notice of allowability is earnestly solicited.

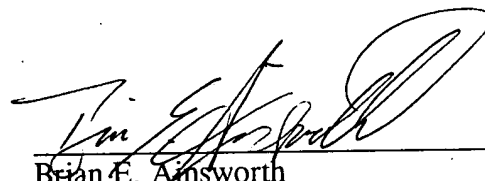
Respectfully submitted,

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